

DASH Transit Briefing for City Council



Alexandria Transit Company (ATC)
February 28, 2012

Overview

- DASH History and Operating Statistics
- Current Challenges
- DASH Current Objectives
- FY 2012 Accomplishments and Current Projects
- 3-5 Year Improvements and Expansion
- 6-10 Year Improvements and Expansion

DASH History



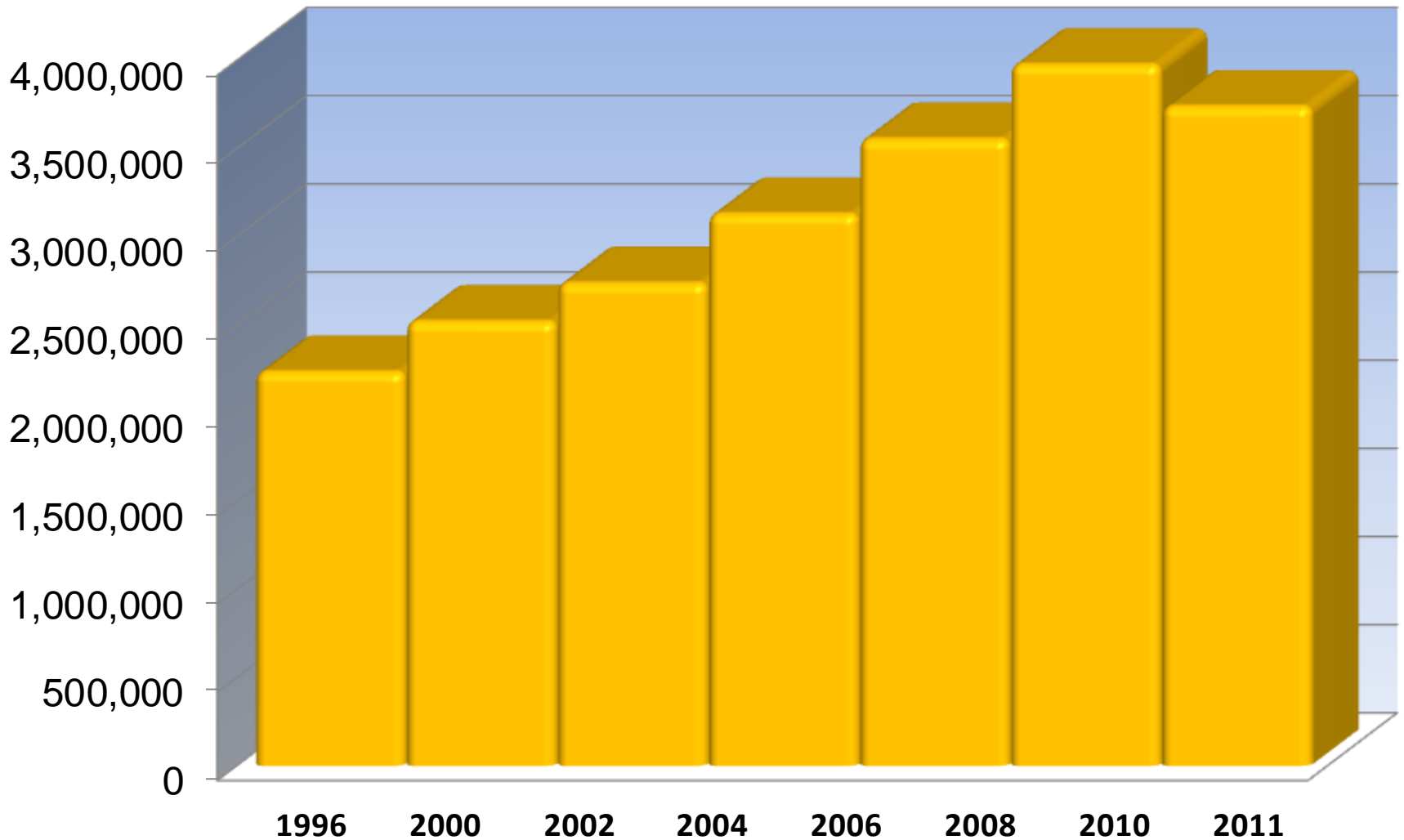
- Service began March 11, 1984, coinciding with the opening of Alexandria's first Metrorail stations
- Alexandria Transit Company - non-profit public service corporation wholly-owned by the City
- Allows it to be part of the City, but maintain autonomy operating as a business-type enterprise
- Designed to support community objectives:
 - Improved mobility throughout the City
 - Access to Metrorail and other transit modes
 - Development of the City's growth areas
 - Reduce traffic and parking impacts
 - Reduce City's transit subsidy for Metrobus



DASH Key Operating Statistics

	1985	2000	2011
Ridership	923,405	2,521,925	3,741,499
Buses	17	47	63
Miles Operated	522,705	1,194,507	1,576,649
Passengers/mile	1.8	2.3	2.7
Passengers/hour	24.6	30.3	31.4

DASH Annual Ridership



Current Challenges

- Increased travel times and traffic congestion which negatively impact on-time service reliability
- Making transit attractive to choice riders by increasing convenience, safety, service, and reliability of transit
- Attracting and retaining qualified employees
- Operating and capital budgets are constrained
 - AT-4 service reduction saves \$180,000, but negatively impacts service continuity for commuters
- Rising fuel costs impact total operating expenses



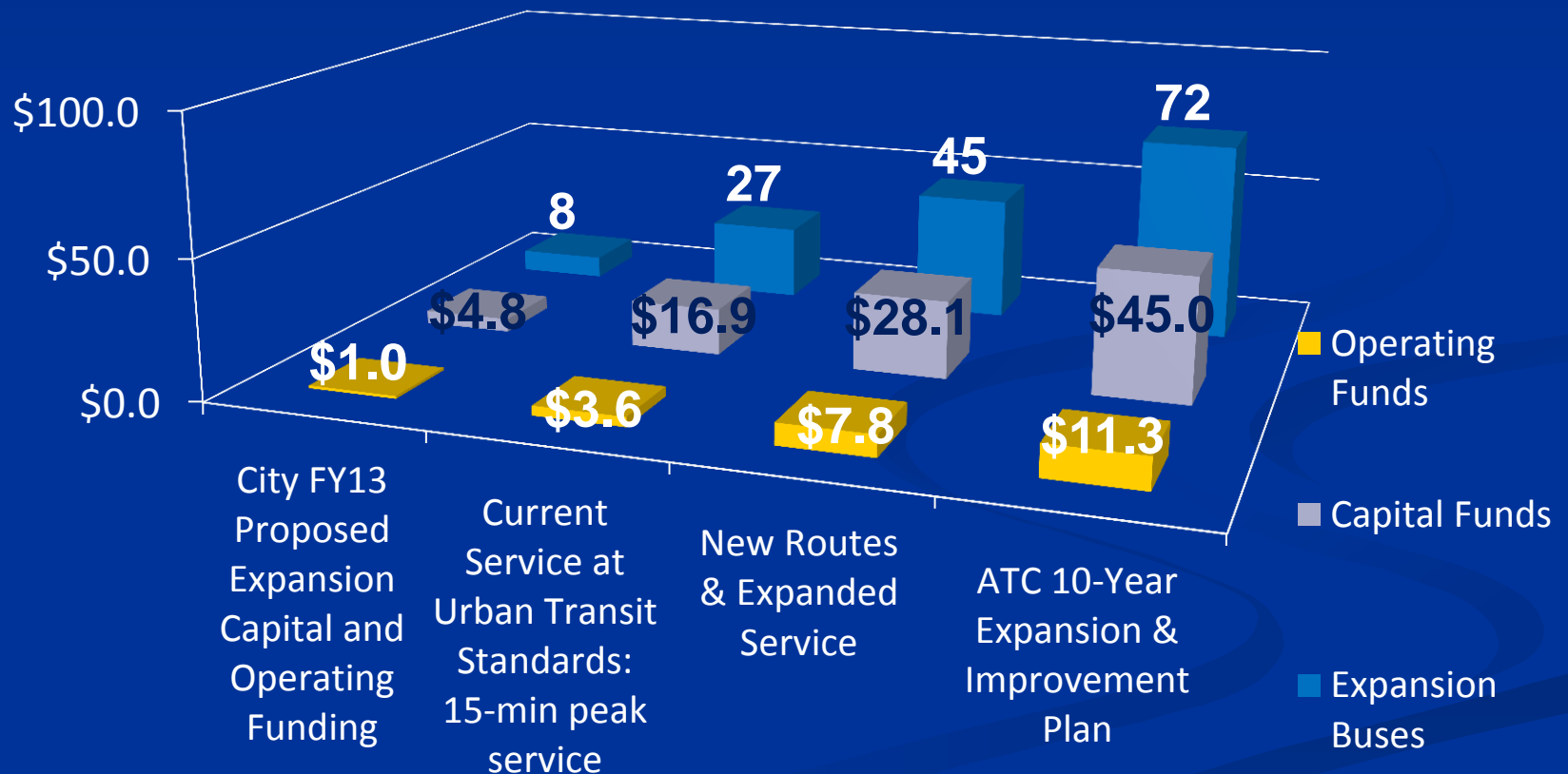
Current Challenges

- Expansion requirements due to new development, employment growth, and changing travel patterns
- Overcrowding at Metrorail Stations during peak travel times

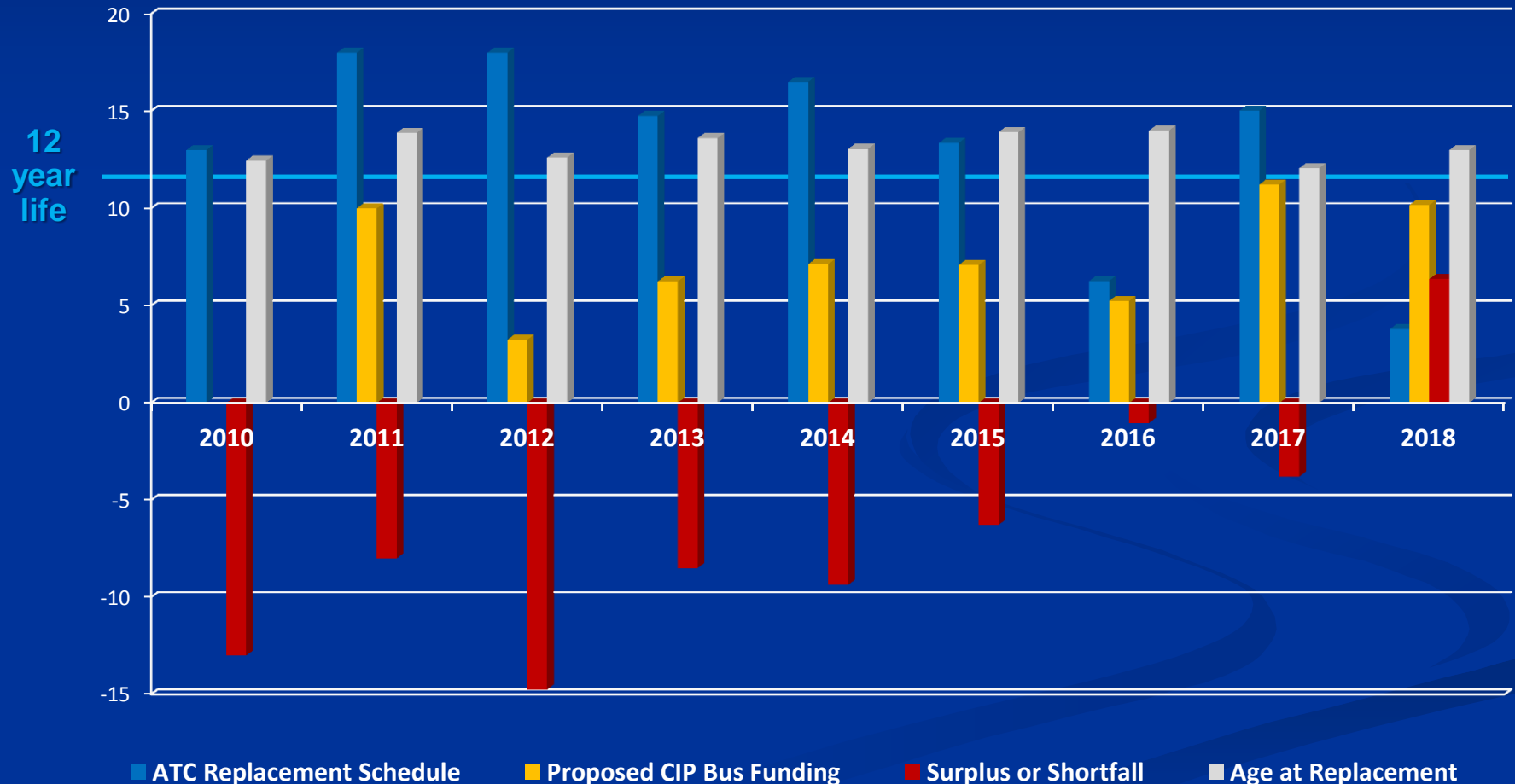


Current Funding Gap 10-Year Program

(\$ in \$MM)



Capital Funding Gap for Replacement Buses



Capital Funding Gap for Replacement Buses

(dollars in \$MM)

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018
DASH Replacement Schedule	\$8,125	\$11,250	\$11,250	\$9,218	\$10,313	\$8,353	\$3,923	\$9,393	\$2,373
<u>CIP Funding (Prior and Proposed FY13)</u>	=	<u>6,250</u>	<u>2,032</u>	<u>3,905</u>	<u>4,460</u>	<u>4,430</u>	<u>3,280</u>	<u>7,020</u>	<u>6,360</u>
Funding Surplus / Gap	(8,125)	(5,000)	(9,218)	(5,313)	(5,853)	(3,923)	(643)	(2,373)	3,987
Average Age of Replacement Buses	12.5	13.9	12.6	13.6	13.1	13.9	14.0	12.1	13.0

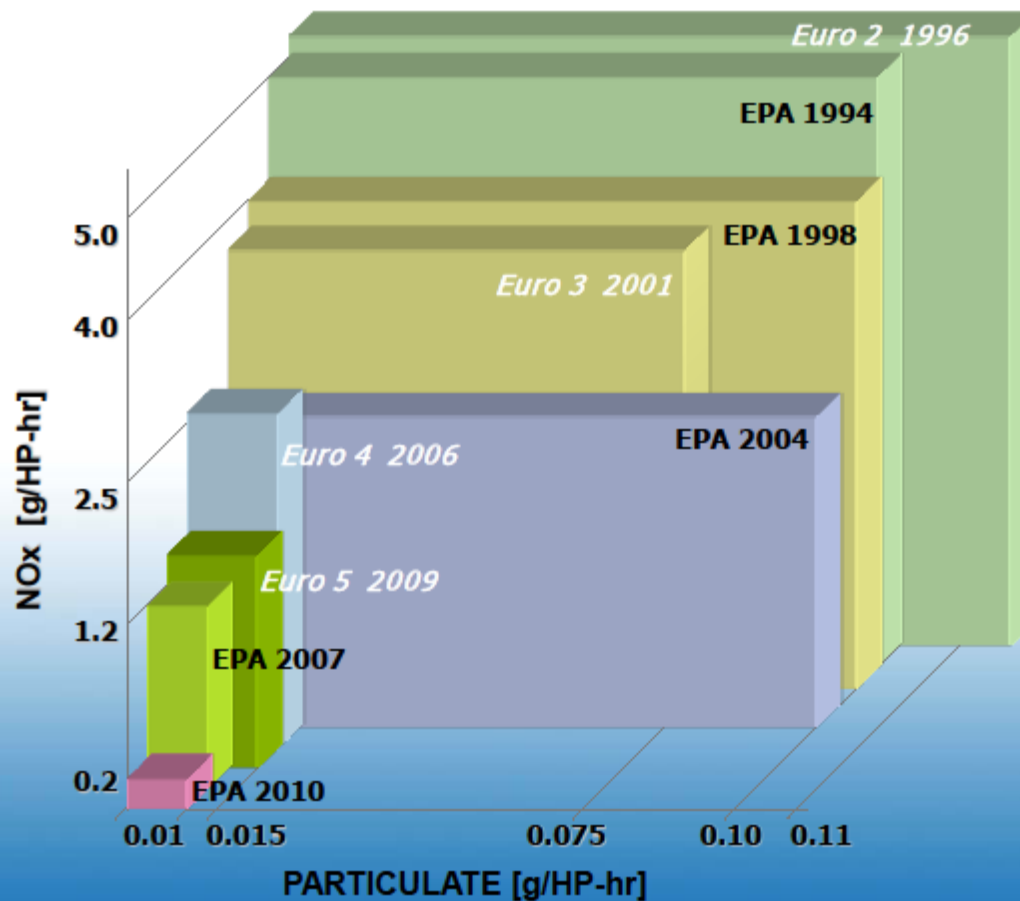
Clean Diesel vs. Hybrid Fuel Cost Comparison

	Cost of Fuel/ Gal	Miles/ Gal	Miles/ Year	Fuel Cost \$/Year	Savings in Fuel Cost \$/Year	Hybrid Upcharge \$	Break Even in Years	Total Fuel Cost \$ in 12 Years	Operation Budget Fuel Savings \$ in 12 years
CURRENT SCENARIO									
Clean Diesel	\$3.25	3.5	45,000	\$41,786	Baseline	NA	NA	\$501,429	-
Hybrid	\$3.25	5.0	45,000	\$29,250	\$12,536	\$200,000	16	\$351,000	\$150,429
FUEL INCREASE to \$5.00 / GAL									
Clean Diesel	\$5.00	3.5	45,000	\$64,286	Baseline	NA	NA	\$771,429	-
Hybrid	\$5.00	5.0	45,000	\$45,000	\$19,286	\$200,000	10	\$540,000	\$231,429
FUEL INCREASE to \$7.05 / GAL									
Clean Diesel	\$7.05	3.5	45,000	\$90,643	Baseline	NA	NA	\$1,087,714	-
Hybrid	\$7.05	5.0	45,000	\$63,450	\$27,193	\$200,000	7	\$761,400	\$326,314

Diesel Engine Emissions

Evolution of On-Highway Standards EPA & Euro

GILLIG



DASH Current Objectives

- Increase community awareness as service expands
- Enhance service convenience, reliability, and frequency and attract new riders
- Monitor and maintain customer satisfaction
- Improve marketing and integration with City's Transportation Demand Management (TDM) programs
- Expand utilization of Old Town Transit Store, as a one-stop shop for Transit service needs

DASH INTO THE FUTURE!

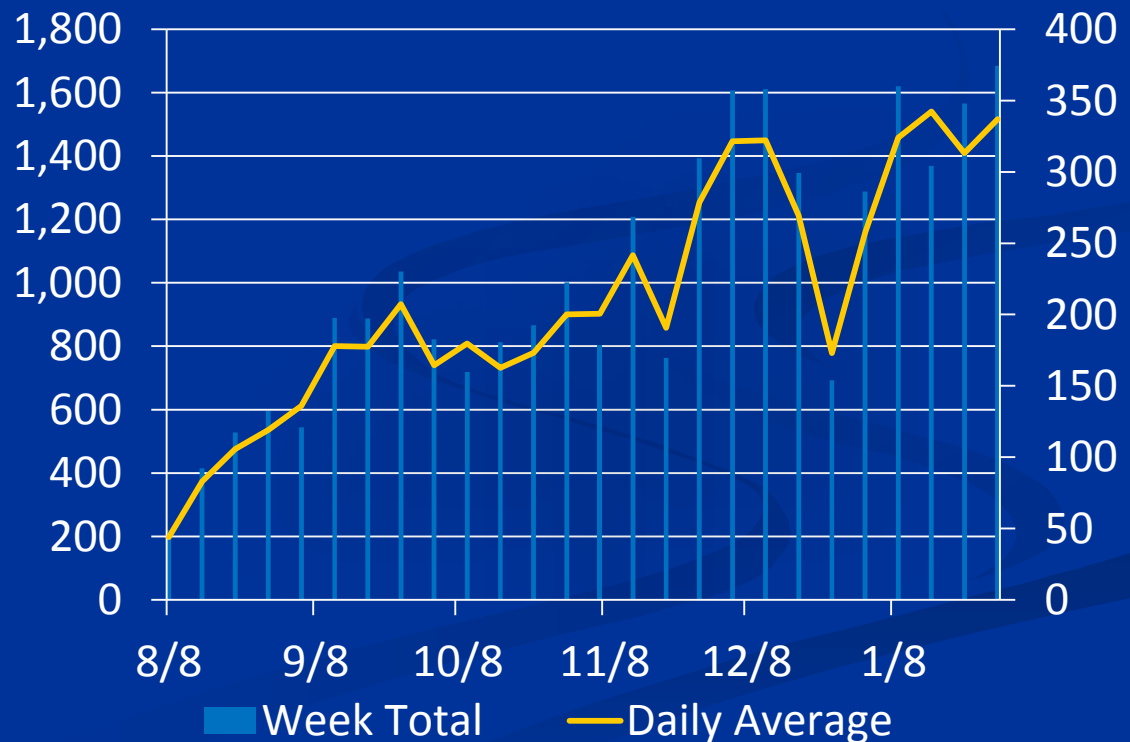


FY 2012 Accomplishments

- BRAC 133 – AT2X



AT2X Ridership



FY 2012 Accomplishments

- **Low Floor Hybrid Buses**
 - Low floor entrance improves accessibility for seniors and disabled persons and speeds boarding
 - Eliminates need for high maintenance wheelchair lifts
 - Reduces noise and exhaust emissions
 - First of DASH fleet to have bike racks
 - 25% fuel savings



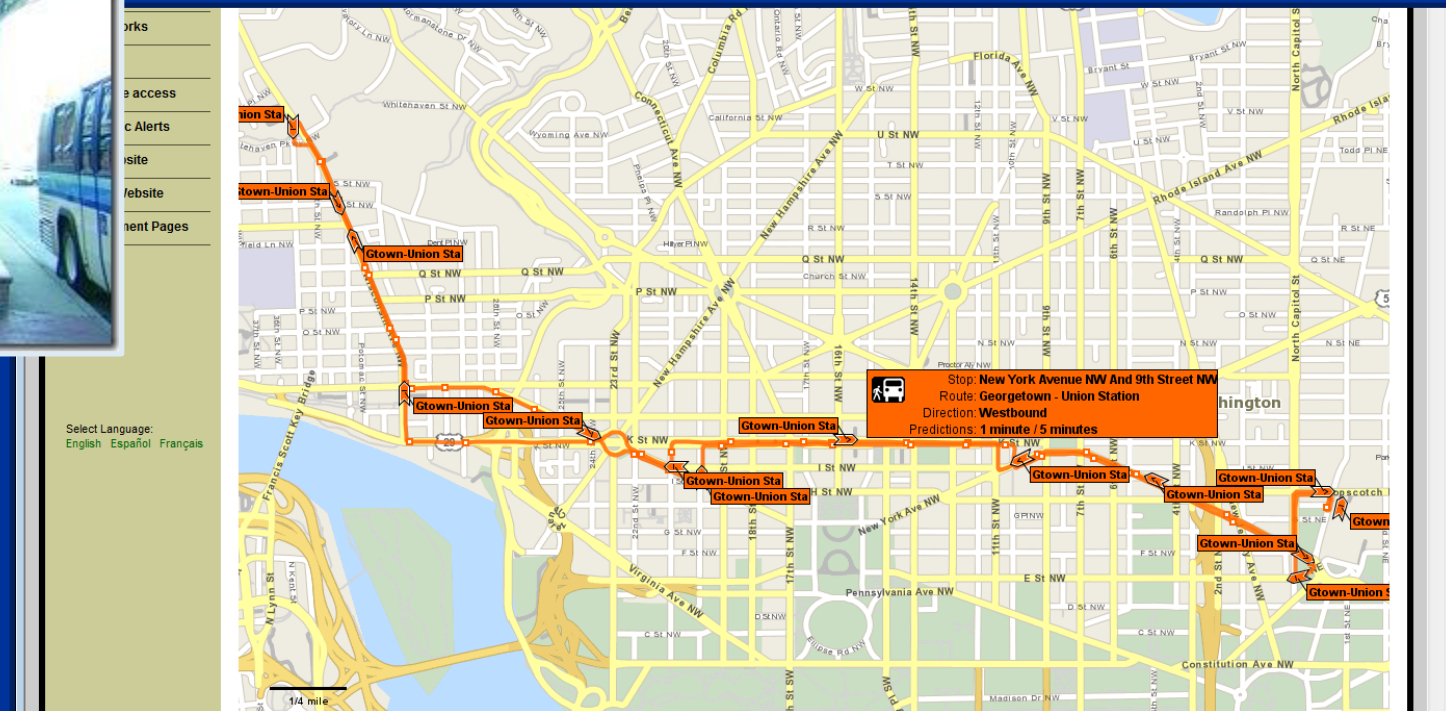
FY 2012 Accomplishments

- **Low Floor Hybrid King Street Trolley**
 - Funded with ARRA grant
 - Low maintenance wheelchair ramp and bike racks
 - Starting April 22, 2012, will be operated by one of the top-10 transit employers in the country... DASH!
 - Partnering with ACVA and City to develop strong promotional campaign



Current Technology Projects

- Real-time Bus Information / Automatic Vehicle Location (AVL)
- Automated Passenger Counters (APC's)
- Electronic Monthly DASH Pass on SmarTrip



Other Current Projects

- Low-floor Hybrid Bus Replacement and Expansion
- Efficiency and Effectiveness Study (Spring 2012)
- Comprehensive Operational Analysis - COA (Fall 2012)
- DASH Bike and Roll Program - Bike racks installed on 100% of fleet with State grant funding
- Introduction of summer student DASH Pass



FY13 Transportation Reserve Funds Service Expansion and Improvements

- New crosstown route connecting Mark Center to Potomac Yard, via Bradlee, Parkfairfax, Arlandria, Del Ray
- Increase peak frequency of AT6-NVCC route
- Add bus to AT2 route to improve reliability affected by increased traffic on Beauregard

3 – 5 Year Improvements

- Improve service frequencies on current routes to meet urban transit standards
- Introduce new Circulator and Crosstown routes
- Begin integration of DASH service with BRT and transitways
- Replace aging diesel bus fleet with low-floor hybrid buses
- Maintain 12-year life cycle bus replacement schedule
- Continue to implement industry technology advances
- Improve bus bay and layover capacity at Metro stations and other terminal points

6 – 10 Year Improvements

- Continue integration of DASH service with BRT and transitways
- Evaluation of Metrobus route replacement to provide City transit subsidy savings
- Continue to implement industry technology advances
- Expand DASH system to serve new Potomac Yard Metro station

Thank You!

